

THE MAINE LIAISON



Edition 8

Maine Bureau of Highway Safety

July 2016

Pedestrians and Bicyclists

The State of Maine

Last year Maine experienced a “spike” in traffic related deaths at 156. A great deal were motorcyclist and a large number of those deaths were pedestrians. This graph illustrates the spike very well. The causes of these

	PED DEATHS	TOTAL DEATHS	% PED TO TOTAL
2010	12	161	7.5%
2011	11	136	8.1%
2012	9	164	5.5%
2013	11	145	7.6%
2014	9	131	6.9%
2015	19	156	12.2%

pedestrian fatalities varied. According to the MeBHS' 2017* Highway Safety Plan between 2010-2013 “Notable contributing factors were pedestrians under the influence, drivers under the influence, and senior drivers at 18%, 15%, and 18% respectively.” Also through 2014 we suffered the loss of an average of 11 pedestrians or a rate of 7% of the total deaths. Unfortunately 2015 shattered that number. Why?? What can law enforcement do correct this anomaly?

*2017 Highway Safety Plan pending approval

Maine Bicyclists

These are the latest stats for bicyclist fatal crashes through 2013. I added what I could find for 2014 and 2015. To date we have one fatal in 2016.

When we look at the eight deaths between 2010 –2014

- Two were hit by impaired drivers
- One was an impaired cyclist
- One involved an older driver
- Two were after sunset



All 20 Bike Crashes from 04-2013

	Crash	Fatal	Serious Injury	Evident Injury	Possible Injury
2004	222	1	27	112	84
2005	200	3	27	94	83
2006	195	3	18	91	79
2007	212	1	20	109	81
2008	184	4	14	97	68
2009	169	0	12	78	78
2010	199	1	19	80	103
2011	226	0	30	90	105
2012	210	1	33	83	93
2013	202	4	22	85	87
Totals	2019	20	222	919	861

2014	2
2015	0

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Good Bike Pedestrian Information

www.AAA.com/safetytips

Now available for download
NHTSA resource guide on laws related to pedestrian and bicycle safety. This resource guide contains a compilation of vehicle and traffic laws that were judged by the guide's developers to have the potential to affect pedestrian or bicycle safety, either positively or negatively. It is designed for easy use by anyone interested in vehicle and traffic law and pedestrian or bicycle safety. This might include state and local bicycle and pedestrian professionals, legislative service bureaus, and others who work with bicycle and pedestrian laws. It can be used to select laws that enhance pedestrian or bicycle safety, to assess a state's position with respect to other states or the state of the art, or to examine the extent to which prevailing vehicle and traffic laws may impact the generation of pedestrian or bicycle crashes. For more detailed description of the guide see the traffic tech [\[click here\]](#)

[NHTSA](#)

Bicycle Coalition of Maine and Maine Police Roll Out New Enforcement

June 13, 2016 FOR IMMEDIATE RELEASE Bicycle Coalition of Maine and Maine Police Roll Out New Enforcement Resource and Campaign The Bicycle Coalition of Maine's Law Enforcement Collaborative is announcing the distribution of its Law Enforcement Reference Guide, as well as a coordinated bicycle, pedestrian and motorist law enforcement detail dedicated to improving safety for vulnerable users. These efforts come at that time of year that sees increases in the numbers of vulnerable users on our roadways. In 2015, 276 pedestrians and 182 bicyclists were involved in crashes with motor vehicles, resulting in 19 pedestrian fatalities. The Bicycle Coalition of Maine Law Enforcement Collaborative is a committee made up of law enforcement officers, transportation officials, bicycle commuters, attorneys, and bicycle education experts. The Collaborative meets monthly to discuss the challenges and realities of enforcing laws concerning bicyclists and pedestrians. The committee's goal is to identify strategies to promote roadway safety for vulnerable users through education and enforcement. The Law Enforcement Reference Guide was developed by the Law Enforcement Collaborative to provide officers on patrol with a convenient reference to the priority violations and pertinent laws that regulate the behavior of motorists and bicyclists. The double-sided resource, endorsed by the Maine Sheriff's Association, and the Maine Association of Police, lists violations for bicyclists on one side, and violations for motorists on the other. In conjunction with the release of this new resource, a number of Greater Portland police departments, including Portland, South Portland, Yarmouth, Scarborough and the Cumberland County Sheriff's Office will be conducting traffic enforcement details emphasizing the safety of vulnerable users. On June 15, these police agencies will be on patrol and paying particular attention to behaviors that put walkers, bicyclists and other more vulnerable persons at risk on our roadways. These efforts are intended to raise awareness and to gain voluntary compliance to the rules of the road, enhancing safety and reducing crashes, injuries and fatalities. For more information or to schedule a possible ride along during this enforcement effort, please contact:

- Bicycle Coalition of Maine: Jim Tasse – 207.623.4511
- Cumberland County SO: Det. Stephen Gorham - 207.774.1444 ext. 2171
- Portland PD: Sgt. Michael Rand - 207.874.8554
- Scarborough PD: Sgt. John O'Malley - 207.730.4306
- South Portland PD: Lt. Frank Clark - 207.799.5511 ext. 7242
- Yarmouth PD: Lt. Dean Perry - 207.846-3333

For more information: www.bikemaine.org



MAINE BUREAU OF HIGHWAY SAFETY



Everyone is a PEDESTRIAN



4,735
pedestrians were killed
in traffic crashes in 2013.

66,000 pedestrians were injured in traffic crashes in 2013.



3 out of 4
pedestrian fatalities
occurred outside of daylight hours.

7 out of 10
pedestrian fatalities
occurred outside of intersections.



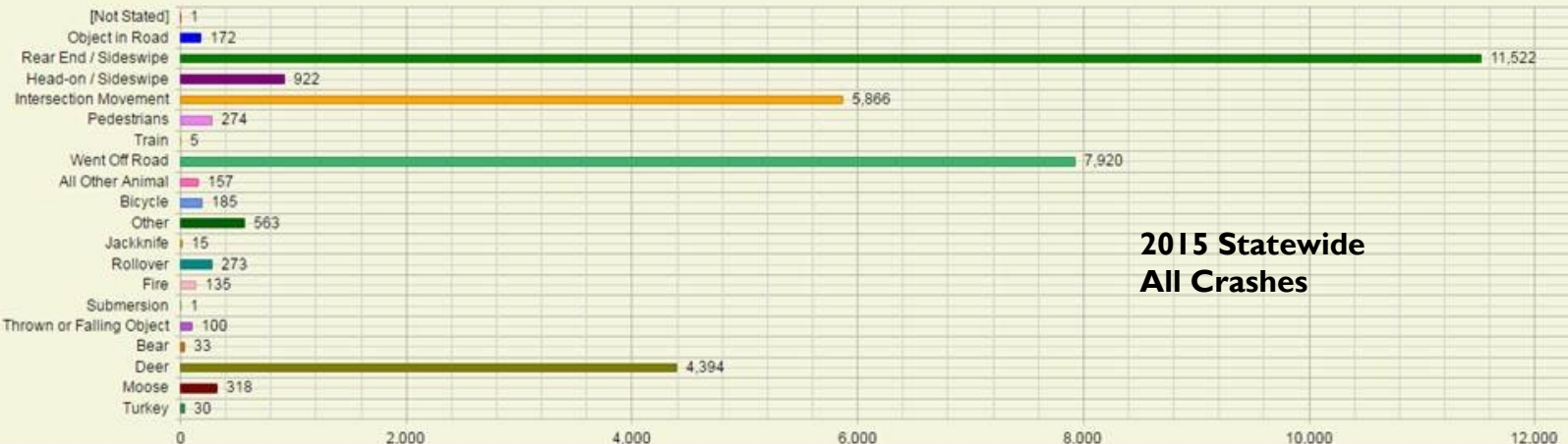
21% of children under age 14 were
killed in traffic crashes were
pedestrians.

Source: FARS 2013

MeBHS and MeDOT Programs

The Maine Department of Transportation (MeDOT) created a three-year Pedestrian and Bicycle safety program worth over \$9.5 million. MeDOT is the lead state agency for infrastructure pedestrian and bicycle safety. In addition, MeBHS addresses the behavior component through the through the Paid Media program. The MeDOT and the MeBHS work together with the Maine Transportation Safety Coalition (MTSC) and the Strategic Highway Safety Plan (SHSP) partners to address both pedestrian and bicycle safety in comprehensive manner.

All Crashes



**2015 Statewide
All Crashes**

Enforcing Laws for Bicyclists

Video

Bicycle Safety Tips

- Wear a Properly Fitted Helmet
- Go With Traffic Flow
- Obey All Traffic Laws
- Look Before Turning
- Yield to Traffic When Appropriate
- Watch for Parked Cars

For more tips click on the link below.

[NHTSA](#)



DRUG RECOGNITION EXPERT REFRESHER TRAINING



Date: September 1, 2016
Location: MCJA
Time: 8:00 - 4:30
Fee: \$25.00 (lunch included)
Contact: James Lyman 877-8009

Program Description:

This class is offered as an annual Drug Recognition Expert (DRE) refresher course. Topics will include current trends and updates to the DRE program, and an interactive discussion about future concerns in the program. DRE instructors will be on hand to answer questions and review re-certification packets as needed. This class will meet the mandatory bi-annual requirements for re-certification training.

Although this class is intended for the DRE with a certification expiration date within the next 12 months, all DRE's are encouraged to attend.

Personnel who may attend: Currently certified DRE's

Prerequisites: None

Special Requirements: Due to the length of time required for instructors to review re-certification materials, I would encourage DRE's to seek an instructor and complete that process prior to the class. On the day of class, Instructors will be available to review re-certification materials by appointment only, which can be scheduled through the MCJA coordinator.

NHTSA has made available a 2-hour self-paced interactive video training for all law enforcement officers. It includes seven content sections and a final evaluation. Content includes:

- Why Law Enforcement;
- Understanding Bicycle Crashes;
- Applying Traffic Laws to Cyclists;
- Specific Laws for Cyclists;
- Enforcement Techniques;
- Crash Investigation and Reporting; and
- Review and Next Steps.

Completion of the final evaluation prompts a certificate of completion and the achieved score. Based on their State defined passing score, the learner is subject to in-service training hours. Estimated contact time for completing the training: approximately 2 hours. Implications for highway safety planning: SHSO, Regional Offices can utilize this product to promote bicycle safety principles for law enforcement officers.

Additionally, here is another video you might find useful:

[Law Enforcement's Roll Call Video: "Enforcing Law for Bicyclists"](#)

To order a copy of the training video, go to NHTSA's ordering catalog at <http://mcs.nhtsa.gov> and select Product ID 810 758.

For more information contact NHTSA's Bicycle Safety Program @ 202-366-2692.



Emotional Survival for Law Enforcement

Kevin M. Gilmartin, PH.D.

For those who are not familiar, Dr. Gilmartin is one of the most heavily sought law enforcement instructors in North America. He also trains our colleagues in Europe and Australia. His presentation is riveting and you will not be disappointed. The training will be held in **Presque Isle on November 29, 2016**. Please share this with law enforcement agencies who may be interested.

For those requiring lodging, here are a couple options. Hampton Inn – 760-9292 and Presque Isle Inn and Convention Center – 764-3321.

Sheriff Darrell O. Crandall
Aroostook County Sheriff's Office

FAITHFULLY SERVING OUR NEIGHBORS SINCE 1839

**AROOSTOOK COUNTY
SHERIFF'S OFFICE & EMERGENCY MANAGEMENT AGENCY
PRESENT**

Kevin M. Gilmartin, PH.D.

Emotional Survival for Law Enforcement

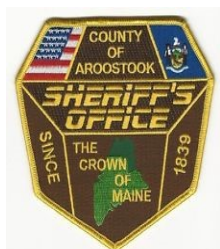
November 29th, 2016

0800 hours to 1600 hours

UMPI Multi Purpose Room

FREE TRAINING WORKSHOP!

**RSVP by November 22, 2016
To Chief Deputy Gillen at
shawn.gillen@arroostook.me.us**



Vulnerable User Enforcement Detail Summary July 15, 2016

The following represents the summary results of the enforcement efforts conducted by the Cumberland County Sheriff's Office and the Portland, Scarborough, South Portland and Yarmouth police departments on June 15, 2016:

Citations:

M/V:

- 12 speeding
- 5 red lights
- 1 stop sign 1 reg.
- 1 insurance
- 1 inspection
- 1 seat belt
- 5 distracted while driving
- 1 Operating After Suspension (OAS)

Bicycle:

- 2 stop sign
- 1 wrong way on one way
- 1 FT Yield to Ped in xwalk



In Southern Maine, a Law Enforcement Collaborative meets monthly at the Bicycle Coalition of Maine to discuss ways to protect vulnerable users in their area. One of their initiatives was to dedicate a day toward raising awareness through enforcement of the laws around vulnerable users. As you can see by their results, many drivers and riders got educated.



Warnings:

M/V:

- 17 speeding
- 25 distracted operation
- 4 red light
- 1 stop sign
- 2 improper passing of bicyclists
- 1 avoiding traffic control
- 1 inspection

Bicyclist:

- 3 stop sign
- 5 operating wrong side of road

CHEMISTS' CORNER

Driver accused of crashing into marijuana dispensary while high on marijuana

Authorities say an 18-year-old driver crashed into hit a parked car and then hit the back of a marijuana dispensary in Happy Valley on June 26. He later admitted to using marijuana before the crash, according to a police report.

[Everton Bailey Jr. | The Oregonian/OregonLive](#)



Police Officer Stopped Car With Drunk Teens, Let Them Go Before Fatal Crash

Two teenagers were killed and two were injured after a wreck in Missouri Monday morning and local police confirm they stopped the car shortly before the crash.

[Yahoo.com](#)



Below is a link to the Maine Statewide, Pedestrian/Bicycle, Motorcycle/Truck and Animal Crash Publications for 2015.

<http://www.maine.gov/mdot/traffic/>

This month's Chemists' Corner concerns some recent trends we are seeing in the DRE samples being submitted. That is because one of the trends we are seeing is a pronounced increase in the number of DRE samples being submitted. In January and February we averaged 20 samples per month. From March through June we are averaged 37 samples per month. There are no signs that this is going to slow down.

During the first six months of this year we have analyzed 189 urine samples for DRE cases. As expected the most common drug confirmed was Carboxy-THC with 127 of the 189 positive. The drugs in the news, heroin and fentanyl, have increased in our samples as well. Combining morphine positives and heroin positives, we had 40 total samples. Some of those morphine positives could have been from heroin and some could have been the result of morphine use. We only know if it was heroin use if we see 6-acetylmorphine. We also had 30 samples positive for fentanyl and a few that were also positive for acetyl fentanyl. Some, but not all of those were in combination with heroin. The fentanyl could have been in the heroin or not; there is no way for us to determine that. The drug chemists here are finding heroin samples with fentanyl and/or acetyl fentanyl, however.

One drug that hasn't been in the news, but has been very prevalent in our samples is alprazolam (Xanax).

We had close to one third of the samples (61) that were positive. Other benzodiazepines such as clonazepam (Klonopin), diazepam (Valium), and lorazepam (Ativan) are also showing up, but not as frequently as alprazolam. These drugs don't make the news because they aren't causing the large number of deaths by overdose as the opioids, but they certainly are a problem for drivers.

NHTSA Impaired Driving Update

This Labor Day weekend, the 2016 national enforcement mobilization "Drive Sober or Get Pulled Over" goes into effect across the country from August 19-September 5, 2016.

By increasing State enforcement efforts, raising public awareness through paid, earned, and social media and maximizing your local resources, you can make a marked difference in our national campaign to save more lives on our roadways.

[Traffic Safety Marketing](#)

Walking and Texting Video Link

AAA provided a PSA type video on the dangers of texting and walking. Most of us would dismiss this but people who shut out the world are often unable to anticipate dangers. [NY Times](#)

Texting and Driving Study: When Your Sixth Sense Fails You

A study conducted by the University of Houston and the Texas A&M Transportation Institute shows an area of the brain can protect you from some driving distractions but fails in cases when the hand-eye coordination loop is broken. One example: Texting. [Read More](#)

Our Brains on Technology A Risky Combo for Drivers

Our Driving Concern

This is a PowerPoint presentation from Our Driving Concern presented by Matt Richtel and Dr. Paul Atchley. It discusses the brain's abilities and inability to divide attention and multitask. Interesting. nscnews@nsc.org

June 2016 Safety Coach: Nothing Simulated about Dangers of Distracted Driving

AAA Foundation for Traffic Safety research indicates mental distractions can persist long after dialing, changing music or sending a text using voice commands. How long? In the time it can take you to pull your brain away from the performance of one of these tasks, you will have covered the length of six football fields in a vehicle traveling at 40 mph. [Read More](#)



DISTRACTIONS CAN BE DEADLY IT'S EVERYONE'S RESPONSIBILITY TO PAY ATTENTION!

Distracted walking is an increasingly serious problem as more and more people use electronic devices while on the go. The number of teen pedestrians getting injured or killed while walking each year is increasing. Just as drivers need to pay attention, so do pedestrians. Here are some tips to help keep you safe: www.AAA.com/safetytips

Pedestrian Crashes from 2004-2013

	Crashes	Fatalities	Serious Injuries	Evident Injuries	Possible Injuries
2004	252	9	39	125	96
2005	264	10	38	120	108
2006	276	11	57	97	126
2007	257	11	56	103	106
2008	291	12	48	122	131
2009	264	11	54	106	121
2010	269	12	35	118	127
2011	278	11	51	106	125
2012	295	9	72	100	124
2013	261	11	37	102	131
Totals	2707	107	487	1099	1195



* Included a 2012 fatality where lawnmower operator was killed.